

16th December 2016
3A Marshall Street
NEW LAMBTON HEIGHTS
NSW 2305

Department of Planning and Environment
Hunter and Central Coast
Level 2, 26 Honeysuckle Drive
Newcastle NSW 2300

Dear Sir/Madam,

RE: NEWCASTLE INNER CITY BYPASS

Outlined in this letter is a submission by the owners of 3A Marshall Street, New Lambton Heights, in response to the exhibited EIS for the Newcastle Inner City Bypass. This submission is to outline our objections to the proposal to construct a large filled batter on the neighbouring RMS owned land and property at 1A Marshall Street New Lambton Heights. Construction of this batter is proposed as part of the Southern Interchange Works.

We consider that the construction of the batter is unnecessary, and will have a detrimental impact on our property.

We object to the construction of the batter for the following reasons:

1. We do not consider that the proposed batter solution is necessary, as an extension of the flyover proposed for the off ramp to Lookout Road from the Bypass would eliminate the need for the batter.
2. We believe that alternatives to the batter were not fully considered at the time that the options for design and alignment of the southern interchange were developed.
3. We consider that the steep topography of the area will result in unusually steep sides to the constructed batter, and that erosion will be difficult to handle, particularly if water from the Bypass roadway is also directed down the batter. This appears to be the case as indicated on the proposed drainage infrastructure diagrams prepared by Aurecon and included in the EIS. This area already suffers from significant erosion problems caused by uncontrolled water from Lookout Road.

4. The current topography of the area means that our residence is currently shielded from the majority of traffic noise from Lookout Road. The demolition of houses and excavation of land in the area around the current McCaffrey Drive/Lookout Road intersection will expose our property to significantly increased traffic noise. We note that despite our proximity to the Bypass, our dwelling is not included as a sensitive receiver in the EIS documentation. Irrespective of this oversight in the EIS documentation, the significant landform changes proposed will open up a line of sight to the new works which will have a detrimental visual and noise impact.
5. The EIS drawings show a cross section through the batter which would require mechanical stabilisation, as the angles of the fill exceed recommended natural batter slopes. We consider that construction of the batter will be quite difficult from an engineering perspective knowing the topography of the area. The section at Chainage 7340 in the Visual Impact Assessment shows the batter at less than half its full extent, so the real quantum and difficulty of construction is not indicated in the documentation.
6. The construction of the batter across the adjoining 1A Marshall Street property will prevent us constructing a second access road to our property, as the batter will be built across the proposed route. The steep topography does not allow other viable options for this route.

We therefore request that if the proposed batter solution to the immediate north east of our property is to be pursued, that the following occurs before the approval of the EIS is granted:

1. We are provided with further details of the batter design, including:
 - How stormwater would be handled
 - How the Blue Wren Creek tributary will be restored and further erosion prevented
 - How the vertical faces of the batter will be stabilised (ie what is the construction material)
 - The level of replacement vegetation (ie pot size and quantity)to be provided to ensure the batter achieves the desired bushland regeneration effect as quickly as possible.
2. The batter design is amended to widen the lowest vegetation swale to continue the gravel access track to allow access from the north east corner of our property, as shown on the attached mark-up of the Visual Impact Assessment drawing showing the area.
3. That a sound/visual barrier be constructed along the side of the Bypass to ensure that road noise levels do not increase after construction of the Bypass, also as shown on the enclosed drawing.

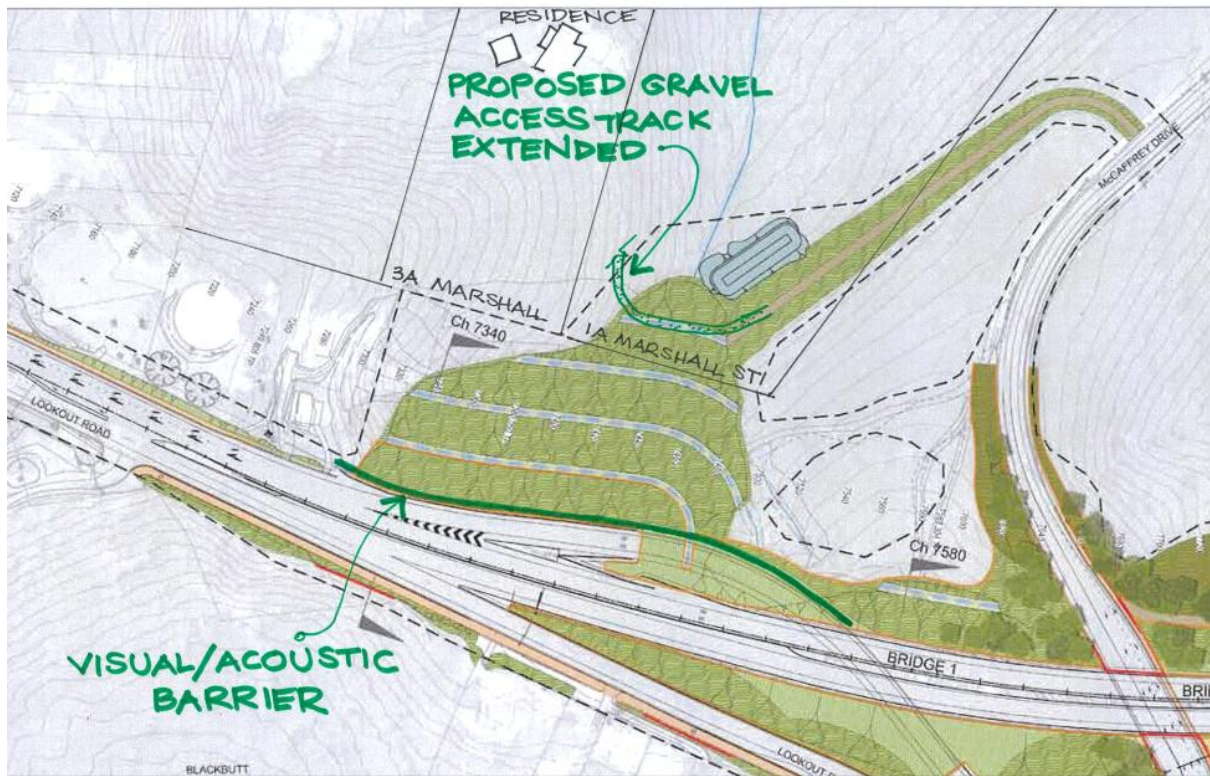


Figure 1: Marked up excerpt from Figure 5.1EIS Technical Paper 4 Visual Impact Assessment

In conclusion, it is requested that before the project is approved by the Department of Planning, that the need for the proposed batter is reinvestigated, and further design work is undertaken to determine whether this is a viable solution.

If it is deemed that the batter is necessary, we request that an access link is provided from the north eastern corner of our property, and a barrier be constructed along the side of the new road alignment to mitigate the visual impact and additional traffic noise that will result from the loss of the current landform that currently shelters our property from the visual and noise impact of traffic on the adjacent section of Lookout Road.

Yours faithfully

Property Owners

3A Marshall Street New Lambton Heights